AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 20, line 25, bridging to page 22, line 22, with the following amended paragraph.

--The operational characteristics of the air flow control valve 123 shown in Fig. 9 will be described below with reference to Fig. 10. The cross-sectional views B-B' in Fig. 10 show a taken along line section B-B' in Fig. 2, particularly of a section near an inlet passageway, and they illustrate the characteristics of the air flow control valve 123 operating when air flows through the low-flow inlet passageway 143. Similarly, the cross-sectional views C-C' in Fig. 10 show a section taken along line C-C' in Fig. 2, particularly of a section near an inlet passageway, and they illustrate the characteristics of the air flow control valve 123 operating when air flows through the high-flow inlet passageway 145. When the state in Fig. 10(1) is taken as an initial fully closed state and the air flow control valve 123 shown in Fig. 9 is rotated in the direction F, the restriction gradually opens from the low-flow side, with the high-flow side remaining in a fully closed state, and the low-flow side fully opens with the state shown in Fig. 10(3) being maintained. When, from this state, the rotary body 300 is further rotated in the direction F, the restriction at the high-flow side starts to open, with the low-flow side maintaining its restriction fully open; and, soon, as shown in Fig. 10(5), the restrictions in both inlet passageways ~~310~~ 143 and ~~311~~ 145 become fully open. When the rotary body 300 is further rotated in the direction F, the sizes of the restriction on both the low-flow and the high-flow sides are reduced almost similarly, and, as shown in Fig. 10(7), eventually the restrictions fully close once again. Conversely, When the rotary body 300 is rotated in the direction R, the sizes of the restrictions on both the low-flow and high-flow sides, as shown in Fig. 10(6), increase similarly from the fully closed state in Fig. 10(7), and then, as shown in Fig. 10(5), the restrictions become fully open. When the rotary body 300 is further

rotated in the direction R, the restriction at the high-flow side, as shown in Fig. 10(4), decreases in size, with the low-flow side maintaining its restriction fully open; and, as shown in Fig. 10(3), only the restriction at the high-flow side fully closes. When, from this state, the rotary body 300 is further rotated in the direction R, only the restriction at the low-flow side decreases in size, with the high-flow side maintaining its restriction fully closed; and, finally, the low-flow side restriction fully closes as shown in Fig. 10(1). In this way, the air flow control valve 123 shown in Fig. 9 can be used in such a manner that, depending on the rotational angle of the rotary body 300, the opening states of the restrictions are increased or reduced to provide the quantity of air with a difference between the low-flow and high-flow sides, as seen in the sequence from Fig. 10(1) to Fig. 10(5), or the quantities of air at both the low-flow and high-flow sides in the region, as seen from Fig. 10(5) to Fig. 10(7), are increased or reduced so as to become equal. Also, whether the restriction opens from the area of the fuel spraying mechanism within the inlet passageway or from the opposite side changes according to the particular direction of rotation. When the atomization of the fuel is to be accelerated in cases such as at low flow rate, the rotary body 300 is rotated in the direction F, i.e., clockwise as seen in Fig. 10. This starts the opening of the restrictions from the one closer to the fuel spraying mechanism, thus concentrating a high-speed air stream at the fuel spraying mechanism or its fuel spraying port, and, consequently, creating a collision between the air stream and the fuel particles so as to atomize the fuel. Conversely, when prevention of fuel from sticking to the wall surface of the inlet passageway is required more than the above, the rotary body 300 is rotated in the direction R, i.e., counterclockwise as seen in Fig. 10. This starts the opening of the restrictions with the one more distant from the fuel spraying mechanism, thus concentratedly inducting the air stream to the vicinity of a location at which sprayed fuel collides with the wall surface of the inlet passageway, and, consequently, suppressing fuel from sticking to the wall surface

and producing removal of sticking fuel. --